

The China Mail.

Established February, 1845.

VOL. XXXVII No. 5650.

號二十一月八十八年一千八百八十一英

HONGKONG, TUESDAY, AUGUST 23, 1881.

日九月七日巳辛

PRICE \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGER, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.
PARIS AND EUROPE.—LYON DE ROSY, 19, Rue Moussier, Paris.
NEW YORK.—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAYLE & Co., Squire, Singapore. C. H. LINSEN & Co., Manila.
CHINA.—Macao, Messrs A. A. DE MELLO & Co. Stracca, CAMPBELL & CO. AMY, WILSON, NICHOLS & CO. Foochow, HEINE & CO. Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & CO.

Banks.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000 Dollars.
RESERVE FUND.....\$1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman.—A. MCIVER, Esq.

Deputy Chairman.—H. L. DALRYMPLE, Esq.

H. E. BEILLIOT, Esq.

H. D. C. FORBES, Esq.

F. D. SASSON, Esq.

W. S. YOUNG, Esq.

CHIEF MANAGER.

Hongkong,...THOMAS JACKSON, Esq.

MANAGER.

Shanghai,...EVAN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " " 4 per cent. " "

" 12 " " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Grants granted on approved Securities, and every description of Banking, and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, August 16, 1881.

COMPTEUR D'ESCOMPTÉ DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....£200,000.

RESERVE FUND.....\$800,000.

HEAD OFFICE—14, RUE BERGERE,

PARIS.

AGENCIES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW, MELBOURNE, and SYDNEY.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

MESSES C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. SCHWEBLIN,

Agent, Hongkong.

Hongkong, April 12, 1881.

NOTICES OF FIRMS.

NOTICE.

M. S. J. ORTICK is authorized to sign our Firm per Procuracion.

REISS & Co.

Hongkong, 11th July, 1881.

NOTICE.

The Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs KYNOO & Co., of WITTON, near BIRMINGHAM.

MEYER & Co.

Hongkong, August 13, 1881.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on Account of the Concerned, on

THURSDAY,

the 25th August, 1881, at Noon, in the Godowns of Messrs JARDINE, MATHESON & Co., No. 7, Queen's Road Central.—

SUNDAY ARTICLES, SAVED FROM THE WRECK OF S. S. "Elgin," consisting of:—

1 LIFE BOAT, MAST, SAIL & OARS.

1 CHRONOMETER, by BARRAND.

1 COMPASS.

3 SHIP LANTERNS, STORES, &c.

TERMS.—Cash on delivery in Hongkong Currency.

T. G. GLOVER,
Auctioneer.

Hongkong, August 20, 1881.

2 PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

SATURDAY,

the 27th August, 1881, at 2 p.m., at the METROPOLITAN CLUB, No. 154, Staunton Street (opposite the "Union on Church"),—

THE whole of the

HOUSEHOLD FURNITURE, &c., comprising:—

SOPAS, EAST CHAIRS, BOOK CASES, CARD TABLES, CHAISES, MIRRORS, GIGLIERIES, CHROMO-LITHOGRAPHS and Oil PAINTINGS, DINING TABLE, BAR, GLASS and CROCKERYWARE, WARDROBES, WASHSTANDS, &c., &c., &c.

A COFFEE PIANO.

ONE STEEL PLATE ENGLISH BILLIARD TABLE, with BALLS, CUES, &c.

ONE AMERICAN CAROM TABLE, complete, by FAIRFIELD.

ONE AMERICAN CAROM TABLE, complete, by F. STRAHL & Co.

TWO BOWLING ALLEYS, with New BALLS and PINS.

The whole of the

OFFICE FURNITURE, ONE PARLOUR and ONE COOKING STOVE.

TERMS.—As customary.

ECA DA SILVA & Co., Auctioneers.

Hongkong, August 17, 1881.

AUCTION OF ELEGANT EUROPEAN AND AMERICAN HOUSEHOLD FURNITURE, &c.

LANE, CRAWFORD & Co. have received instructions from Dr. EARLACE, to Sell by Public Auction, at his Residence, No. 14, Albany Road, on

MONDAY,

the 29th Instant, at 2 o'clock p.m.—

The whole of his Valuable

HOUSEHOLD FURNITURE, comprising:—

EUROPEAN and AMERICAN DRAWING ROOM SUITES, CLOTHES and RED-COVERED CHIFFONNIER, MANCELLE-PIECE MIRRORS, CLOCK, WINDOW CORNICES and HANGINGS, MANNERIST TABLES, LAMPS, PICTURES, &c., &c.

SOLID OAK-CARVED DINING TABLE, CHAIRS, MAHOGANY SIDEBOARDS, GLASS and ELECTRO-PLATED WARE, &c.

MAHOGANY, BIRCH and IRON BEDSTEADS, with SPRUNG MATTRESSES; SOLID MAHOGANY WARDROBES, WASHSTANDS and SERVICES, DRESSING TABLES and TOILET MIRRORS, BEDROOM CHAIRS, &c.

A BOUDOIR GRAND PIANO, by RACHALS & CO., made expressly for the climate and quite new.

A VAULABLE PARLOUR ORGAN.

A FINE OLD CREMONA VIOLIN.

A Large and Valuable Collection of SHELLS and CURIOS.

ETC., ETC., ETC.

Catalogues will be issued, and the Furniture will be on view on Saturday, the 27th Instant.

TERMS.—As usual.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1881.

For Sale.

VALVOLINE CYLINDER OIL.

THIS Oil is a lubricant for the Valves and Cylinders of Steam Engines, and is free from the objections which exist against the use of tallow or vegetable oils.

J. M. ARMSTRONG.

Hongkong, June 27, 1881.

For Sale.

J. & B. LAURENT FRERES' Best COGNAC, No. 1 Gold Cognac.

Do. Do. No. 1 Silver Cognac.

ADRIEN SEWARD & CO.'S CLARETS.

CHATHAM BRANES MOUTON in Quarts.

And, LAROSE in Pints and Quarts.

Also, FLOWER & Sons' Bottled ALE.

Apply to

DOUGLAS LAPRAK & Co.

Hongkong, August 3, 1881.

For Sale.

J.ules Mumm & Co.'s CHAMPAGNE.

Quarts.....\$16 per 1 doz. Case.

Pints.....\$17 per dozen.

GIBR. LIVINGSTON & Co.

Hongkong, February 2, 1880.

For Sale.

T. H. F. F. A. S. T.

The price of 1878 wanted.

Analyt. of this Office.

HOLLIDAY, WISE & Co.

Hongkong, October 4, 1880.

For Sale.

LANE, CRAWFORD & Co.

HAVE JUST RECEIVED FOR SALE.—FRESH HOUSEHOLD STORES and GROCERIES from CHOCHE & BLACKWELL, J. MOIR & Sons, HUNTER & PALMER, &c., &c., &c.

FRENCH JAMS and BUTTER.

SPARKLING SAUMUR.

OUTFITTING.

SHIRTS, COLLARS, SCARVES, and

TIES, in all the New Shapes.

THE CHINA MAIL.

No. 5650.—AUGUST 23, 1881.

For Sale.

MacEWEN, FRICKEL & Co.
HAVE RECEIVED FOR SALE,
Ex French Mail Steamer
"Amazon."

Finest FRENCH BUTTER in Kilo Bottles.
NOELLY PRATT'S VERMOUTH.

Regulation LIFE BELTS,
LIFE BOATS,
FILTERS, assorted sizes,
BATH BRICKS, SHOE BLACKING,
Humbuck's PAINTS and OILS.

Ex "Agamemnon."
At WHOLESALE PRICES.
200 kegs Fine American FURNISHING
NAILS, Nos. 3 to 12;
25 " American SPIKES, 4 inches to
7 inches.

50 barrels Prime American MESS PORK.
60 " Philadelphia Extra BEEF.
200 " Finest Strained ROSIN.
300 " City PITCH.
150 cases SPIRITS OF TURPENTINE.
100 barrels Dried APPLES.
500 cases FLORIDA WATER.
50 barrels American TAR.
15 " LAMP BLACK.
50 cases AMERICAN CLOCKS.

COTTON DUCK, CANNED BEEF, MUTTON, OYSTERS, LOBSTERS, CORN, TOMATOES, CORNED BEEF, Condensed MILK, Tomato CATSUP, HANDSPIKES, OAKUM, ASH PAPER, MAPLE, ASH, and White Pine PLANKS.

Ex "Abbie Carter."
Florence COOKING STOVES,
STEAMERS and BRAILERS.
CORN BROOMS.
India Rubber KNEE BOOTS.
AGATE WARE, in every variety of Kitchen Utensils.
Charter Oak COOKING STOVES.
BOURBON COOKING STOVES.
BOURBON WHISKY.

Ex Steamers via Suez Canal.
Douglas' OFFICE CHAIRS.
Messer GARDNER & Co.'s PERFORATED VENEER.
HIGH REVOLVING OFFICE CHAIRS.
ROCKING FOLDING CHAIRS.
DINING-ROOM CHAIRS.
LADIES' ROCKING CHAIRS.

The above we can highly recommend for office and domestic use, being admirably adapted to this climate.

Ex "Gleniffer."

GROSSE & BLACKWELL'S AND OTHER HOUSEHOLD STORES.

TEYSOON'S DESSERT FRUITS.
SAVOURY PATE.
GAME PATE.
POK PATE.
OX PALATES.
HUNG (Hambo) BEEF.

HUNTLEY & PALMERS' BISCUITS.
FRUITS for Ices.
SHERBET.
COCONUTINA.
VAN HOUTEN'S COCOA.
EIFFE'S COCOA.
ROBINSON'S GOATS' GELATINE.

Russia OX-TONGUES.
French PLUMS.
PATE DE FOIE GRAS.
SARDINES.
Ham TONGUE and Chicken SAUSAGE.

Breakfast BACON.
ASPARAGUS.
MACARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.

COPYING PRESSES.

E. X. AMERICAN MAIL
Eastern and California CHEESE.
Bonless CODFISH.
Prime HAMS and BACON.
Russian CAVIARE.

Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUES.

Family PIG-POK in kgs and pieces.
Paragon MACKEREL in 6 lbs cans.

Beau Ideal SALMON in 5 lbs cans.

Cutting Dessert FRUITS in 24 lbs cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINGEMENT.

COMF. HONEY Original Franks.

Richardson & Robbin's Celebrated Potted MEATS.

Lunch TONGUE.

Assorted American SYRUPS, for Summer Drinks.

McCarthy's Sugar LEMONADE.

Clam CHOWDER.

Codfish BAILS.

Green TURTLE in 2½ lbs cans.

CALIFORNIA

BACKER

COMPANY'S BISCUITS

in 5 lbs

tins, and loose.

Alphabetical BIS-

CUITS.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

SPECIALLY SELECTED

CIGARS.

WINES, SPIRITS, BEER AND

AERATED WATERS.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly executed.

Hongkong, August 11, 1881.

Mails.

NOTICE
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT'S POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 25th of August, 1881, at Noon, the Company's S.S. AMAZONE, Commandant Dr. LA MARCELLA, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 24th August.

Cargo will be received on board until 4 p.m., and Parcels until 3 p.m. on the 24th August, 1881. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, August 12, 1881. au25

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

The S. S. OCEANIC will be despatched for San Francisco via Yokohama on WEDNESDAY, the 31st instant, 1881, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan parts.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 3 p.m. the day previous to sailing.

A REDUCTION of 25 % made on all RETURN PARCELS CONDUCTED

Conclusively to accompany Overland, Mexican Central and South American Cargo, which will be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

CHAS. H. HASWELL, Jr., Agent.

Hongkong, August 17, 1881. au31

Insurances.

PRUSSIAN NATIONAL INSURANCE COMPANY, OF STETTIN.

THE Undersigned having been appointed Agents for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

MEYER & Co., Agents.

Hongkong, May 10, 1881. 10m/82

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods down to 1 per cent, not premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

VANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)... £100,000.00

PERMANENT RESERVE... £100,000.00

SPECIAL RESERVE FUND... £100,000.17

TOTAL CAPITAL AND ACCUMULATIONS, 2nd Aug. ... £100,936.17

APRIL, 1881.

Directors.

F. B. FORBES, Esq., Chairman.

W. M. BOYD, Esq.

J. H. PINCKVOSS, Esq.

F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill.

POLICIES granted on Marine Risks to all the World.

Subject to a Charge of 12 % for Interest on Shareholders' Capital, all the Premiums of the UNDERWRITING BUSINESSES are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

No Fire Insurance has been effected.

Ex Oceania.

C K (in triangle), 41 bags Sharp Stones, Order, from Madras.

H. S. 6503/64—2 cases Dyes, Order, from Marseilles.

H. S. 6423/24—2 cases Dyes, Order, from Marseilles.

G. DE CHAMPEAUX, Agent.

Hongkong, May 20, 1881. 10c/81

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1881.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, SOUTHAMPTON, AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, and BOSTON.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1880.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "Amoy,"

Captain DREWES, will be

despatched for the above

Port TO-MORROW, the 24th instant, at

Noon, instead of as previously notified.

THE CHINA MAIL.

opportunities, for the discussion of all questions affecting the welfare of the Colony. I further suggest that notice of the agenda at each meeting should be sent to hon. members at least two days before the sitting, and that the Press should have access to the notice paper. In connection with this subject it appears to me, Sir, that the business of the Council would be facilitated and its public usefulness increased by an extension of the principle under which the Finance Committee was appointed to the formation of Standing Committees of its members, which would enable your Excellency to communicate with the numerous Boards which are from time to time summoned to consider departmental measures of the Government. These Boards are for the most part not competent to report efficiently upon the subjects laid before them, for they have no continuity of experience, and it is almost impossible that they should be furnished with all the materials necessary to the formation of sound decisions. As an illustration of what I say, I may refer to the Public Works Estimates for the ensuing financial year, which were laid before a Board, of which two members of the Finance Committee were members. It appeared to me that the proposals of the Surveyor General related to works which were required by the Colony, but whether or not they were relatively the most important to be executed, whether they were consistent with ways and means, I had not information before me necessary for the formation of a sound opinion. Had the same been laid before a Permanent Committee of the Council with a continuance of experience in connection with their report, it would be a useful one. If your Excellency were to divide the Council into Finance, Police and Gaol, and Public Works Committees, and submit these Committees respectively the measures emanating from the several departments with which they would be in connection and which are now laid before heterogeneous Boards hastily summoned, I am inclined to believe you would find the reports made to you much more valuable and consistent with each other than those you receive under the present system. Sir, as I have already said, I make these suggestions with diffidence, and they arise out of my desire to improve the efficiency of the Council as a practical and working body. I am quite sure that in appointing us to seats in this chamber you did not intend to confer upon us a purely honorary distinction, and I am equally sure that no one of my hon. friends, any more than I do, desire to be said to us in respect to our legislative functions that nominis est omnia. We, the unofficial members, are the representatives of the public, and it is to us more fitting to be the expounders of popular opinions and interests. I have made similar proposals to which I have just referred. I commend them to your Excellency's attention in full confidence that if you adopt them harmony will be promoted between the executive administration of the Colony and the community, and that your Excellency's government will be strengthened and supported.

The Governor said in what he had said as to his having as Governor only one object in view in calling the hon. members together, which was to have the benefit of the fullest expression of their views and the benefit of their local experience in whatever he was called upon to do in the administration of the Government. It was formerly his habit, and he conformed to it for some time after he came here, to lay the estimates before the Finance Committee, before bringing them before the Council, add to take their fullest opinion on both sides of the accounts, revenue and expenditure. But, as he thought it would be found that he stated something like a year ago, that the Secretary of State did not approve of; the Secretary of State said that it was better in a Crown Colony like this that the Governor should not divest himself of his responsibility, but to lay the estimates before the Council as he was now doing.

COMMITTEES VERSUS BOARDS OR COMMISSIONS.

With regard to what Mr Johnson had said on the above question, The Governor said he had occasionally exercised his prerogative of calling in to his aid a number of gentlemen whom he considered specially qualified to assist him, to form a committee, or what the hon. member termed a Board, to call enquires on subjects which he would deal with, and he had found the practice work remarkably well. Those committees had not, he hoped, been unproductive of good. As the hon. members were aware that he had, some time ago, the Commission upon the Central School, for instance, all the papers and documents were before them. There was no member of the Council on that Commission. Mr Bellincourt was not a member of the Council at that time, but was a member of the Commission. That Commission had held several sittings, but he had heard nothing of their proceedings, and had received no report. There were many important subjects that could be treated very quietly.

ESTIMATES.

The Governor said it became his duty to lay before the Council the estimates for 1882. As a general rule colonial estimates were of little final value. But in connection with the laying of His Excellency's very little doubt that the estimates had an interest which went far beyond the confines of the Colony itself, because the revenue was a test of the exterior trade—the trade with Europe, Japan, India, and China. When last he addressed the Council, when proposing the estimates of 1881, he referred to the estimates of revenue of the preceding year 1880, and anticipated a revenue of \$1,024,028. His anticipation had been verified. He found, on turning to the reports put before him by the Colonial Treasurer, that instead of getting \$1,024,000 he received in the year 1881 \$1,069,947; in other words there had been an increase of \$45,000 in the actual receipts. It was of interest to consider of what were the items under which that increase had taken place. They found that in the land revenue and rents exclusive of land in 1881, they received \$205,423, whereas the estimate was \$217,000, so that the land revenue was not the cause of the increase in the estimate. Coming to the next important item, in stamp, his estimate had been \$115,000, and the actual receipt \$126,628, as to tax he found them estimated at \$150,400 and the total collected was \$230,537. The increase on these items was \$30,118, as the result of the progress of the natural prosperity of the Colony. In considering the large items of revenue which they got from the ratepayers, the question arose who were the persons who contributed these rates. It would be in this collection of how members had mentioned that he had received from ratepayers a short time ago a return of the list of classes who contributed for one quarter in 1881. This return had been divided by the valuation of the ratepayers, Chinese and non-Chinese. There were seventeen ratepayers who contributed the sum of \$100 per quarter; of these 16 were Chinese and one European. They would of course anticipate the European house he alluded to was represented by his hon. friend—the prince of Jardine Matheson & Co. At the head of the list stood a Chinese gentleman who contributed \$370 in a quarter; another Chinese ratepayer \$368, another

\$2,000, another \$1710, and so on through the sixteen down to the \$1,000. The great house of Jardine Matheson & Co. contributed the large sum of \$1761 a quarter. His Excellency had instructed the valuers to do all that list as to include the value of land, and when that was done he would not it before the Council. These returns showed that the Chinese were buying property for mercantile purposes. He had, from time to time, himself of the suggestions made. He had generally consulted the Chinese ratepayers in matters which largely interested them. The advice which he received from them was generally worthy of consideration. The Hon. members would see that the revenue had largely exceeded his estimate. He was happy to say that the returns put before him by the Colonial Treasurer were to the same effect. Taking stamp return he had the hand returns for the first half of the present year. He had collected up to the 3rd of June, 1881, \$77,552. Since then the payments had gone on increasing, and by simply doubling them, and taking it as the possible result for the year, would be \$115,000, whereas his estimate of stamp revenue was \$115,000. So also there was an increase in the rates, though they are only at the old figure of 12 per cent. The income from the stamp was immensely satisfactory. As regards the expenditure for the past year, the total probable expenditure for 1880 was \$804,272, and the expenditure had been kept a little within these limits and amounted to only \$849,014. In other words the expenditure had been exceeded very much, and the expenditure had been kept within the estimated limits. In regard to the details of the estimate, there had been little change. His Excellency had made one or two alterations in the establishment charges, of which he hoped they would be able to approve. They would have been before them in Finance Committee. A change had been made in the vote for education, and a small change had been made in the Postmaster General's Department. There were also some alterations in the Police Department. In the Harbour Department they would find an increase, and coming to public works they would also find a few changes. He had appointed a Commission some months ago to inquire into the Central School. He had not yet received their report. He had not been satisfied with the teaching of English in the Central School. When he came here there were Chinese teachers who could not answer a single question in English. Now this was the primary object of the Central School. He had a new school that time had not returned to England. H. E. entered the inspection of the School to Dr Etel, Sir M. Hicks Beach having expressed his intention of appointing him Inspector of Schools until another post opened up for him. A valuable report was made, and on the return of Dr Stewart H. E. wrote to the Secretary of State, saying it was his intention to leave the Central School under the control of Dr. Stewart. Dr. Etel had been inspector of all the out-schools in the Colony with the exception of the Central School. An independent examination was held, and the examiners reported that they regretted to say that scarcely a Chinese youth in the school could translate a single English sentence. This was unsatisfactory and proved that the withdrawal of Dr Etel from the inspection of the Central School was undesirable, and in future the school will be under his inspection. To teach English thoroughly in schools where Chinese attended it was necessary to have a Normal School where the teachers themselves could be taught. Such a school could be established at a very moderate expense. The Chinese schools were managed pretty much independently of the Government here, and the only ones who took advantage of the school-and-system were the missionary societies. Some of the schools which I have just referred to have been before them to your Excellency's attention in full confidence that if you adopt them harmony will be promoted between the executive administration of the Colony and the community, and that your Excellency's government will be strengthened and supported.

The Governor said in what he had said as to his having as Governor only one object in view in calling the hon. members together, which was to have the benefit of the fullest expression of their views and the benefit of their local experience in whatever he was called upon to do in the administration of the Government. It was formerly his habit, and he conformed to it for some time after he came here, to lay the estimates before the Finance Committee, before bringing them before the Council, add to take their fullest opinion on both sides of the accounts, revenue and expenditure. But, as he thought it would be found that he stated something like a year ago, that the Secretary of State did not approve of; the Secretary of State said that it was better in a Crown Colony like this that the Governor should not divest himself of his responsibility, but to lay the estimates before the Council as he was now doing.

THE PASSENGER TRAFFIC.

Mr Johnson said: I do not feel that any apology is necessary for the nature of which I have given notice, asking Your Excellency to lay on the table certain papers on a subject so important as the passenger traffic through this Colony, and, Sir, I desire to say at the outset of my remarks, most emphatically that no one can hold in greater detestation than myself any form of the slave trade, whether overt or concealed under colourable contract of servitude. I should be one of the last to countenance or overlook any attempt at evasion of those humane and necessary laws which the Imperial legislature and the local Government have enacted to protect the emigrant labourer from the snare of the man-stealer and the crimp. At the same time I feel bound to maintain that it is the duty of this Council most zealously to watch over and cherish the legitimate passenger traffic which is the life-blood, as it were, of this Colony, and to take care that regulations intended to prevent Chinese coolies from being entrapped into contracts which do them virtual slavery abroad are not applied to those who come to us from their native land. The Chinese who come to Hongkong are emigrants who of their own free will are desirous to seek their fortunes in other countries. Too great stress cannot be laid upon the value to Hongkong of the movement to and fro of passengers through this harbour. Your Excellency will correct my figures if needful, but I am assured that the health officer passed during the first half of the present year 58,000 passengers outwards, and we know that the inward stream falls in volume little short of the outward one. Let us glance for a moment at the bearing of this great traffic upon our prosperity. That each passenger who ships from here draws his supplies from the Colony and that the vessel which conveys him is fitted out here are but a very small part of the advantages which our trade reaps from the traffic. The passage money paid forms so important a portion of the vessel's earnings that cargo can be carried by emigrant ships on very cheap terms, and in consequence a business in merchandise springs up which would otherwise be not possible. But more than this a Chinaman, like an Englishman, carries his customs about with him, and his very wants in the country of his adoption lead to an importation of produce from China which has to be paid for by an export of Chinese of the produce of India and Ceylon. Reciprocal trade is likewise while grown by what it feeds on, and we have only to study the figures of the rapidly increasing trade between this Colony and China and the countries in which Chinese settle to be satisfied of the truth of my statement. As an illustration of the value of the trade which arises between this Colony and the places to which Chinese emigrate I may remind the Council of the revenue derived from the Opium Farm, amounting I believe to about \$200,000 annually. The main portion of the trade on which this revenue is raised is carried on with Australia and California, and if emigration to these countries were to cease the trade would cease also. In fact the large proportion of our trade is with these ports, it is stimulated by the flow of voluntary emigration, and I do not hesitate to say

that for the local Government to interfere vexatiously with that emigration would be to adopt a policy little short of administrative nihilism. I have taken no account in what I have said of the enormous value to our mercantile marine of the Chinese passenger traffic—this is obvious—or of the benefits present and prospective which it confers upon the Chinese Empire. Sir, the peaceful emigration of Races has been in all history one of the most influential factors in the civilization of the world. Each one of the 60,000 emigrants who are reported to leave our harbour every six months should he return to his own country, as the majority of emigrants naturally do, like the little leaven which leavens the whole lump, exercises a potent influence on the regeneration of the empire. Extension of intercourse with foreigners has enlarged his ideas and it has roused in him a knowledge of new things and a desire to gratify them which is the parent of all progress.

I have been led to bring this subject of emigration before the Council in consequence of the publication in the *Gazette* by your Excellency of correspondence relating to the stoppage of emigration from this Colony to the Hawaiian Islands and to the examination of passengers to Australia by the steamer *Glamis Castle*. In the course of that correspondence the phrase "involving contract of service" appears. Now this phrase may be interpreted within very wide and indefinite limits, and the object of my motion is to have its meaning and operation clearly defined in order that ship-owners and masters of vessels may know what they do when they enter into engagements to convey emigrants. The correspondence on the subject of the emigration to Hongkong was the Chinese Passenger Act. It was brought into force by the Governor in 1855. It was found not sufficient to prohibit emigration. Questions were asked in Parliament. It was known that the traffic had been afforded you that the emigrants were leaving this Colony unlawfully under contract of service and were placed in servitude on arrival at their destination. Your Excellency made an order that the Legislative Council and I frankly admit it for the Hawaiian Government and those interested in the traffic to disprove the allegation. Until they do so we have little to urge against the exercise of the responsibility of this Government in the matter. But when we come to deal with the passenger traffic to the Australian Colonies the case is a very different one. There is no foundation whatever for any allegation that you stopped the emigration by an order in Parliament. It was carried on which would do injury to the reputation of the Empire and endanger the position of the British Empire. The Colonial Legislative Council was instructed to make strict ordinances; when the first ordinance had been read a first time Lord Kimberley telegraphed out to make it stricter. Every succeeding instruction was for greater strictness. The Governor proceeded to deal with the argument as to the opium farm which had been used by his learned friend, and contended that the revenue to be derived from opium farm was to be credited to the export to Australia and California. He contended that even if the passenger trade to both these places ceased tomorrow the revenue of the Opium Farm would not diminish if the same powers were given us as in Singapore and Labuan. There no opium could be imported except by the Opium Farmer and he had the right to know what became of every bale. In these places immense sums were gained by this trade. Vast numbers here were able to obtain a bale of opium, and prepare it themselves, and thereby the farmer was put to great cost in putting down smuggling. There was no doubt that emigration specially to certain Colonies was bound to cease. The policy of the Australian statesmen was a broad one—to find a great white empire, and they had their right to object to the Chinese claim that they did not look kindly upon their emigration. Every Chinese statesman I had met opposed the clause in the *Chesapeake Treaty* equally with the opium clause. Emigration took over their best men and left the women and children to till the ground; and with all her population, China was not over-populated. The Governor spoke at great length on the Australian statesmen's ambition to found a great white empire, and that nine-tenths of the emigration from Great Britain takes place under similar conditions. If I may judge from the speech of the passengers by the *Glamis Castle*, I should infer that the poverty of many of them, and their evident inability to pay their own passage, were regarded by him as presumptive evidence of contract of service. And the minutes made by Your Excellency show beyond question that you, Sir, entertained the gravest suspicions as to the lawful character of the emigration. Now we require to know whether or not contracts of service exist. If they do, say it is a *reductio ad absurdum* of the intention of the law, to have a legal definition given to the term contract of service, because I have been informed that the detention of the *Glamis Castle* is not a singular instance, and that many delays involving great loss to ship-owners have been imposed upon steamers leaving for the Colonies on account of uncertainty as to the bearing of the law. I will put the following hypothetical case. If A, a Chinese settler in Australia, writes to B, a Chinese settler in Australia, inviting him to go over and offer him employment, and B having insufficient means to pay his passage borrows of C, promising to repay him out of his wages in two years, does this "involving contract of service" or, to put the case in another way, if A writes to C asking him to engage B on his behalf and promising to give B the money to fulfil his engagement, and B the money to fulfil his engagement, and to give C a transferable contract other than for the payment of the emigrant, does this transaction involve contracts of service? If they do, say it is a *reductio ad absurdum* of the intention of the law, to have a legal definition given to the term contract of service, because I have been informed that the Chinese do not look upon the contract of service as binding in all directions. The Chinese are placed in servitude on arrival at their destination, and the Chinese do not look kindly upon their emigration. The Chinese statesmen I had met opposed the clause in the *Chesapeake Treaty* equally with the opium clause. Emigration took over their best men and left the women and children to till the ground; and with all her population, China was not over-populated. The Governor spoke at great length on the Australian statesmen's ambition to found a great white empire, and that nine-tenths of the emigration from Great Britain takes place under similar conditions. If I may judge from the speech of the passengers by the *Glamis Castle*, I should infer that the poverty of many of them, and their evident inability to pay their own passage, were regarded by him as presumptive evidence of contract of service. And the minutes made by Your Excellency show beyond question that you, Sir, entertained the gravest suspicions as to the lawful character of the emigration. Now we require to know whether or not contracts of service exist. With regard to the Secretary of State's proposal of his action after his return from Hongkong, I have no objection to his doing so. As to the question of what constituted a service contract the Attorney General had given his opinion that it must be a written contract; but he held that no scheme could be sanctioned by the Government of this Colony which would allow of a large trade being carried on by going behind an Imperial Act of Parliament, and the Ordinances of this Colony. He was not the only Governor who had concerned himself with this question of contract of service. After referring briefly to the *Glamis Castle* case, he noticed the case of the *Abbotsford* in 1875 when Mr Austin was administrator. In that case 650 Chinese were on board for emigration. After the clearance had been given a second inspection was made—contract service men were found, and the clearance was withdrawn. Verbal contracts were objectionable as written ones. What he had done in those cases had been done openly and above board, and was open to criticism. He referred to the application made by Messrs Stevens & Co. When this was made he asked them for a list of the passengers. This had not been sent, and of course the necessary permission was not granted. To go away with delay in the matter he had asked Lord Kimberley to sanction the *Glamis Castle* case, and the barometer was 29.65. The S.S. *Atlanta*, Captain Pfaff, which arrived from Swatow, reported that on the 12th and 13th instant the barometer was as low as 29.44, the weather being calm and sultry. When leaving on the 13th, had fresh S.W. wind. In the Formosa Channel the lowest reading was 29.33 in calm weather. After passing Turnabout, experienced N.E. wind with heavy swell, barometer gradually rising again. Since the night of the 14th experienced S. and E. breeze. Passed S.S. *Amoy* [on Sunday, and S.S. *Electra* on Monday. The barometer was 29.50. About 2 p.m. when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of about half an hour's duration took place. About two o'clock the storm commenced again and lasted until five, when it began to subside. The sea was very heavy and running in all directions. The lowest reading of a French barometer in the cabin was 27.30, and this was reached about 1.30 p.m., when a gale of

THE CHINA MAIL.

4

Intimations.

Visitors' Column.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Geology, &c., of China, Japan, Mongolia, etc., the Eastern Archipelago, and "the Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which through asking for information, furnish new or unpublished detail concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1876, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a well-paged, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the *Review*. Address *China Review*, Hongkong.—Northern Christian Advocate.

Trübner's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has been received us from Hongkong, where it has been set on foot so in some respects a continuation of *Notes and Queries* on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed by late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the officers of Customs' corps and the missionary body, among whom a high degree of Chinese scholarship is now abundantly cultivated and who are severally represented in the first number of the *Review*. Papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Ellis, in which the place of honour is deservedly given, an excellent summary is presented of the chronological problem and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are supplied by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review* if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is, of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors basing their estimates upon the most reliable information from the various Ports in China and Macao, Australia, California, Singapore, Penang, Saigon, and other places frequented by Chinese—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT.

11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Paper, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

Hongkong Rates of Postage.

(Revised July 1st, 1881.)

We have instituted an experiment in *Visitors' Column*, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment in which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall; Library (8,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road, central, in a line with Peffer's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. & A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Prayn, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments fit to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKEL & CO.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS,
CHAIR BRAHENS, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. | Hour, ... 20 cts.
Three hours, 50 cts. | Six hours, ... 70cts
Day (from 6 to 6), One Dollar.

* A small extra charge is made on delivery.

+ There is Registration to British W. Indies, 10 cents.

To VICTORIA PEAK.
Single Trip.

Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

Return (direct or by Pek-fou-hum).

Four Coolies, ... \$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip Peak, ... +0.75 each Coolie.
(12 hours) Gap, ... +0.50 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents.
Half Day, ... 35 cents.
Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 9 or 900
picks, per Day, ... \$8.00
1st Class Cargo Boat of 8 or 800
picks, per Day, ... 2.00

2nd Class Cargo Boat of 600
picks, per Day, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of 800
picks, per Day, ... 1.50

4th Class Cargo Boat or Ha-kau Boat of 500
picks, per Day, ... 1.00

5th Class Cargo Boat or Ha-kau Boat of 300
picks, Half Day, ... 50

Sampans, ... +1.00

or Pullaway Boats, per Day, ... 20

One Hour, ... 10

Half-Hour, ... 5

After 6 p.m., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

FREIGHT COOLIES.

Scales of Hire for Street Coolies.

One Day, ... 32 cents.

Half Day, ... 20

Three Hours, ... 12

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

Hongkong Rates of Postage.

(Revised July 1st, 1881.)

In the following Statements and Tables the Rates are given in cents, and are, to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment in which we are now ready to receive.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packages or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as though Written by Hand, not to bear the character of an actual or personal correspondence, such as invoices, deeds, copies &c. The charge on them in the same way as for books, but, whatever the weight of a packet containing any partially written or printed matter, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Office is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil; Peru, Chile, Venezuela, The Argentine Republic, Paraguay, Trinidad, Guiana, Barbados, Bermuda, Labuan, with all Islands, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The Australian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per oz.

Post Cards, 8 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Printed Matter, 2 cents per oz.

Comm. Papers, 2 cents per oz.

There is no charge on registered correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters, 10 cents.

Registration, None.

Books and Patterns, 5*.

West Indies (Non Union), Bolivia

Costa Rica, Nicaragua.

Letters, 30

Registration, None.

Newspapers, 5.

Books and Patterns, 5.

Australia and New Zealand, Tasmania, Tasmania.

Letters, 10 cents.

Registration, None.

Newspapers, 5.

Books and Patterns, 5.

South Africa, Rhodesia.

Letters, 10 cents.

Registration, None.

Newspapers, 5.

Books and Patterns, 5.

Malaya, Siam, Laos, Cambodia, Thailand.

Letters, 10 cents.

Registration, None.

Newspapers, 5.

Books and Patterns, 5.

Indonesia, Philippines.

Letters, 10 cents.

</div